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COUNTRY Soviet Zone of Germany

REPORT NO.

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TOPIC Laerz Airfield

EVALUATION 25X1PLACE OBTAINED

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DATE OF CONTENT 19 to 25 June 1950

DATE OBTAINED 25X1 DATE PREPARED 11 August 1950REFERENCES 25X1 25X1PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto 25X1REMARKS

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1. Forty-three jet planes with swept-back wings, 22 single-engine low-wing monoplanes, five U-2 biplanes and one twin-engine monoplane were counted at the Laerz (N 54/U 33) airfield between 19 and 25 June 1950. There were also about 30 single-engine low-wing monoplanes, and about 12 jet planes, presumably of another type, which were previously used for night flying. The following features were identified on the jet planes with swept-back wings: Air intake apertures covered with red lids, sliding middle section of plexiglass cockpits, nose wheels retracting rearward,

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2. A jet plane with swept-back wings, which was apparently being assembled, was observed on the southern edge of the field at noon on 19 June 1950. An aircraft crate was standing nearby. A tube or shaft with a diameter of about 50 cm and a metallic sheen similar to polished steel, was installed in the longitudinal axis of the fuselage. The tube tapered to the front and extended about 1.3 meters beyond the front of a cylindrical section, about 1.5 meter long and 80 cm in diameter, into which it was fitted. There were wide spiral grooves, about 20 cm wide and 6 to 8 cm apart on both the tube and cylindrical section. (2)

3. The weather was clear at 10:45 a.m. on 19 June 1950 and two jet planes with swept-back wings took off side by side on the runway, using about 1,000 meters. The landing gears were retracted at an altitude of 20 to 30 meters. The planes made local flights and landed, one immediately after the other, at an estimated speed of 300 km/h. Night flight training was done after 9 p.m. (4)

4. It was raining and the visibility range was about 400 meters at 3 p.m. on 21 June 1950. The twin-engine transport took off and made local flights at altitudes of between 350 and 400 meters. From three to eight parachutists jumped at each circling of the plane. The parachutists landed in the northeastern corner of the field.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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5. Dummies, the size of a man, were dropped with parachutes from the same plane at an altitude of about 400 meters at 3 p.m. on 22 June 1950. The parachutes, two of which did not open, were white and gray. (5)
6. A twin-engine plane with double rudder assembly, escorted by 14 two-seater single-engine planes, circled over the field at 10 a.m. on 25 June 1950. The planes, which had not taken off from the field, headed east.
7. Six railroad tank cars, which must have arrived recently, stood on the railway siding on 20 June 1950. [redacted]

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left the field in the direction of

Rochlin. (6)

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Comments.

- (1) The 43 jet planes are type 14; the other 12 jet aircraft are probably of type 16. The number of type 16 jet aircraft is believed to be too high. The two types of conventional planes are possibly LA-9s and Yak-11s. However, it is improbable that so many Yak-11s are stationed at Laerz. The number of type 14 jet planes is believed possible. According to another source, 66 jet planes were observed at the field in July 1950. [redacted]

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- (2) For sketch of assembly of jet plane, see Annex. The plane which is being assembled is apparently a type 14 jet craft.

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- (3) The landing speed of the jet planes is exaggerated. According to other observations the landing speed is about 250 km/h.

- (4) Night flights by fighters were previously known.

- (5) This is the first report of parachute jumps over the Laerz airfield. Since no report has been received that a parachute unit is stationed in Laerz, it is believed that the parachute jumps were made by the flying personnel of the fighter regiments.

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(6) [redacted]

1 Annex: 1 - sketch on ditto.

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